



FAA's
Sport Pilot Certificate /
Light Sport Aircraft Category (LSA)



**SPORT PILOT/LIGHT-SPORT AIRCRAFT RULE:
QUICK ANSWERS TO COMMON QUESTIONS**

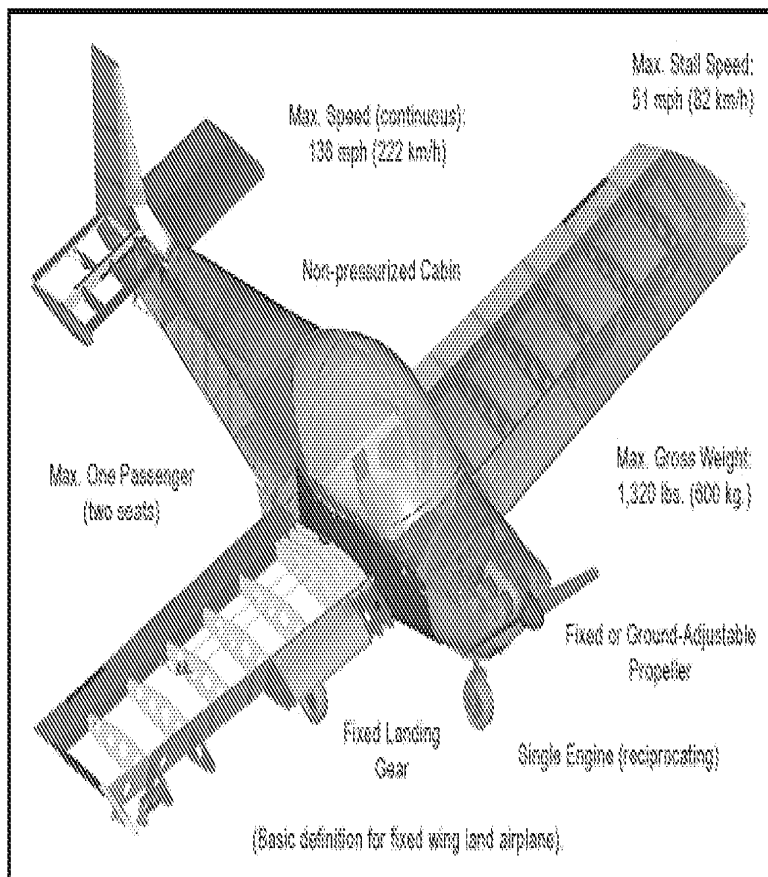
Summary of Light Sport Aircraft (LSA) Rule for Sport Pilots: A new class of simple-to-fly aircraft that meets the following definition:

The Aircraft:

STOL CH 750

ZODIAC CH 650

**NEW
Video Clips**



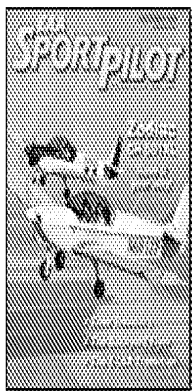
- Maximum gross takeoff weight: 1,320 lbs.
- Maximum stall speed: 51 mph (45 knots)
- Maximum speed in level flight with maximum continuous power (Vh): 138 mph (120 knots)
- Two-place maximum (pilot and one passenger); single, non-turbine engine, fixed or ground adjustable propeller, fixed landing gear.



The following from [EAA](#) is a collection of brief answers to some of the more common Sport Pilot questions:

Aircraft:

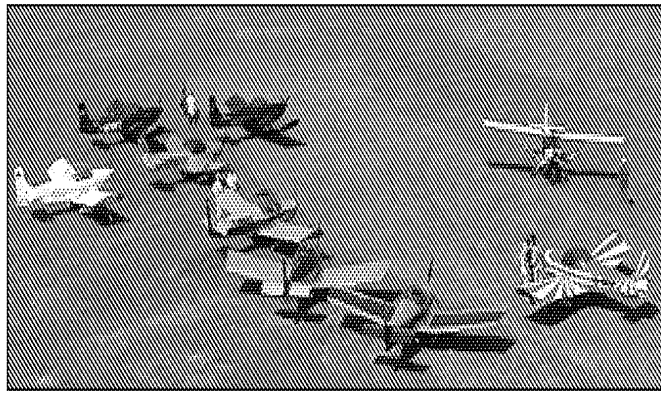
- Non-LSA Aircraft: Holders of a sport pilot certificate may fly an aircraft with an existing airworthiness certificate if it meets the definition of a light-sport aircraft (such as weight and speeds). For example, an amateur-built [STOL CH 701](#) or [ZODIAC](#) aircraft may be flown by a Sport Pilot since the aircraft meet the definition.
- Can be factory-built under a new **Special Light-Sport Aircraft** (S-LSA) certification without FAR Part 23 compliance. Aircraft must meet consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
- Can be licensed Experimental Light-Sport Aircraft (E-LSA) if it was kit- or plans-built and operated as an ultralight trainers. Aircraft must be transitioned to E-LSA category no later than January 31, 2008.



The Zodiac Light Sport Aircraft (LSA), as featured on the cover of [EAA Sport Pilot & Light-Sport Aircraft](#) magazine.

The Zodiac... Have It Your Way. Ready-to-fly, ready-to-build, or IFR capable

by Dan Johnson (pages 24 - 31, 12/06 issue).



The Sport Pilot rule:

- Allow **sport pilots** to fly existing aircraft (standard airworthiness certificate) that meet the definition of a light-sport aircraft.
- Creates a new **student sport pilot certificate** for operating any aircraft that meet the definition of a light-sport aircraft.
- Creates a new **sport pilot flight instructor** certificate.
- Requires FAA knowledge (written) and practical (flight) test.
- **Credits ultralight training** and experience toward a sport pilot certificate.
- Credits sport pilot flight time toward more advanced pilot ratings.
- Requires either a **3rd class FAA medical** certificate or a **current and valid U.S. driver's license** as evidence of medical eligibility (provided the individual does not have an official denial or revocation of medical eligibility on file with FAA).
- Does not allow carrying passengers for compensation or hire
- Allows sharing ("pro-rata") operating expenses with another pilot.
- Allows **daylight** (civil twilight) flight only.



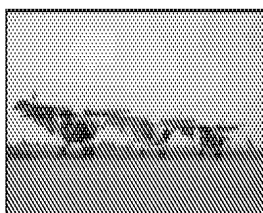
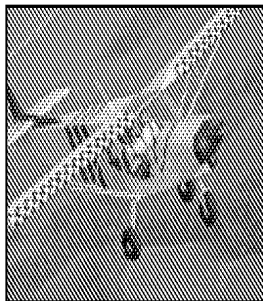
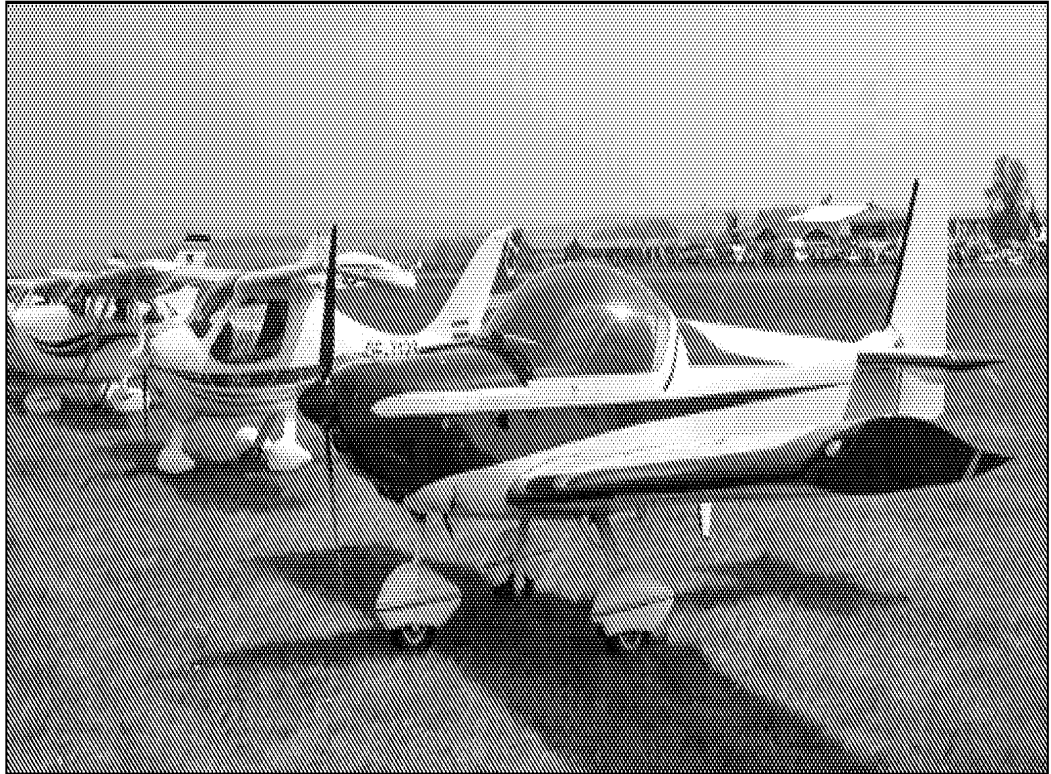
- [Click here](#) for a synopsis of the final rules (from EAA)
- [19-page summary](#) of the SP/LSA final rule.

More Details:

- [EAA's SportPilot.org Website](#) - the best source for updates and analysis of the new rule.
- **FAA's Sport Pilot Resources:**
 - [Light-Sport Aircraft \(LSA\)](#)
 - [Sport Pilot Certificate](#)

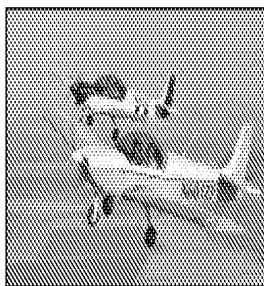


AMD manufactures the certified Light Sport Aircraft (S-LSA) at its production facilities located south of Atlanta in Eastman, Georgia.



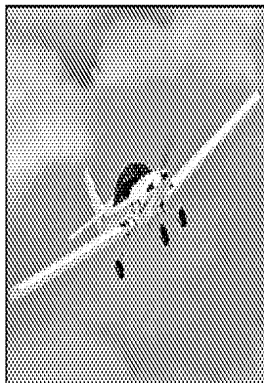
August 2008: **Zenith introduces the STOL CH 750 light sport utility aircraft**

"The Chris Heintz-designed STOL CH 701 is a workhorse. It has been performing short takeoff and landing (STOL) duty for 20 years and has developed a cult following. Its big brother, the STOL CH 801, is a lot bigger, with twice as many seats and room inside," reported EAA Sport Pilot magazine (October 2008). "So, with small and large STOL machines, what else would Chris Heintz fans want? How about a mid-sized S-LSA STOL machine? They have one: the new STOL CH 750."



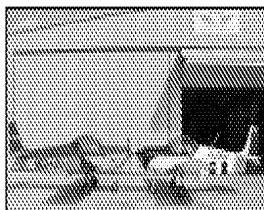
Two ZODIAC S-LSAs flying formation.

- [Click here](#) for a list of schools offering flight training in the ZODIAC S-LSA.



Made in the USA:

Factory-Assembled ZODIAC S-LSA: [AMD](#) Zodiac S-LSA test aircraft with a Continental O-200 powerplant and Dynon glass panel.

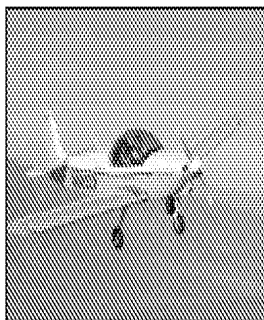


AMD's production light sport aircraft (S-LSA) **Zodiac CH 650 LSi** expands "operating instructions" to include **Night** and **IFR** operations. [Click here](#) for details.

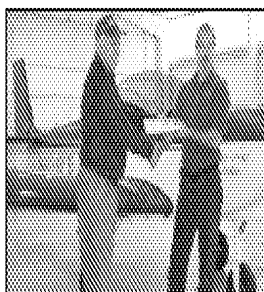


Austin (age 15) taking Sport Pilot flying lessons in the Zodiac XL at [Dragonfly Aviation](#) (in California).

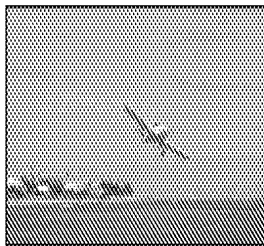
- [Click here](#) for a listing of flying schools using the Zodiac XL aircraft for flight training.



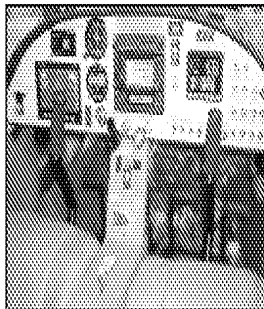
Silver Sky Aviation of Phoenix, Arizona has added a Zodiac XL S-LSA to its flight line. The aircraft is being used there for basic instruction, transition training, flight reviews and check rides. Silver Sky also offers demo flights in the [Zodiac XL](#) and is a representative for the factory-assembled S-LSA. For more information or to schedule an appointment, call 480-785-5192, or toll free **866-498-8276**.



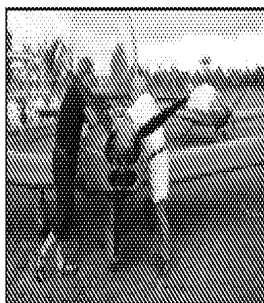
December 2005: [AMD](#) starts deliveries of the Zodiac XL S-LSA aircraft.



The Zodiac XL S-LSA is the ideal sport cruiser for both local sightseeing and cross-country flights.



Custom panel includes a Dynon EFIS (Electronic Flight Information System) and EMS (Engine Monitor System), autopilot, and Garmin stack.



Flight training in the Zodiac in the Caribbean

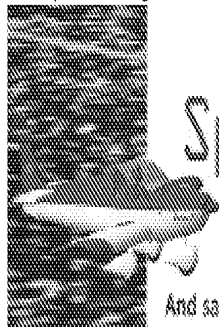
from EAA Hotline
(December 16,
2005, Volume 5,
Number 57);

**Special
Airworthiness
Certificate
For S-LSA
Zodiac CH
601 XL**

AMD has received a
Special
Airworthiness
Certificate for the
Zodiac CH 601 XL.
AMD completed all
of the documents,
flight-testing and
quality control
requirements with
assistance from
Zenair Ltd, and the
Light Aircraft
Manufacturers
Association (LAMA).

The all-metal Zodiac features a Continental O-200, 100-hp engine and Sensenich propeller. The original model was designed in the early '80s, and reengineered in 2001 as the CH 601 XL.

EAA Sport Pilot magazine:



Train for the Sport Pilot Checkride

And save money by using your computer!

Train for the checkride at home with your flight simulator program on your PC..., as reviewed in the June 2006 issue of Sport Pilot magazine:

- [Click here](#) to read the article.
- [Click here](#) for the EAA Sport Pilot magazine website.
- [Click here](#) for Sport Pilot info

Popular Mechanics magazine (April 2006 issue): "How I learned to Fly in a Week" by Davin Coburn. The writer obtains his sport pilot certificate in eight days in a Zodiac XL S-LSA trainer.



Popular Mechanics® Science Blog Air Challenge:

Davin Coburn successfully completes a sport pilot license in a week.

[Popular Mechanics builds and flies a Zodiac](#)



[Gleim Publications](#) now offers a Sport Pilot Kit designed to help expedite training for the sport pilot certificate. They offer a complete training program at an affordable price, with user-friendly self-study materials that are carefully designed to make it easy to learn and understand.

The [Sport Pilot Kit](#) contains everything you need (except airplane and instructor).

The Complete Idiot's Guide to Sport Flying

by Dan Ramsey, Earl Downs, forwarded by Tom Poberezny



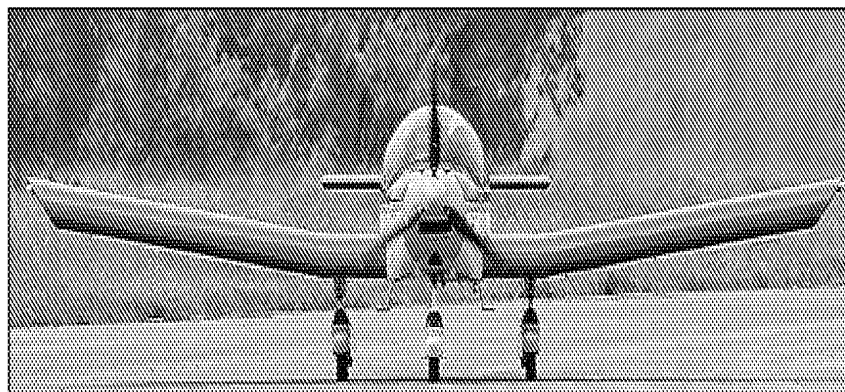
The FAA's new sport flying license will let people earn their wings for a fraction of the time and cost of a traditional license. *The Complete Idiot's Guide, to Sport Flying* introduces this new field of flying to consumers, and shows you how to fly smart—offering tips on how to get more flying fun for less money.

[Order from Amazon.com](http://www.amazon.com)

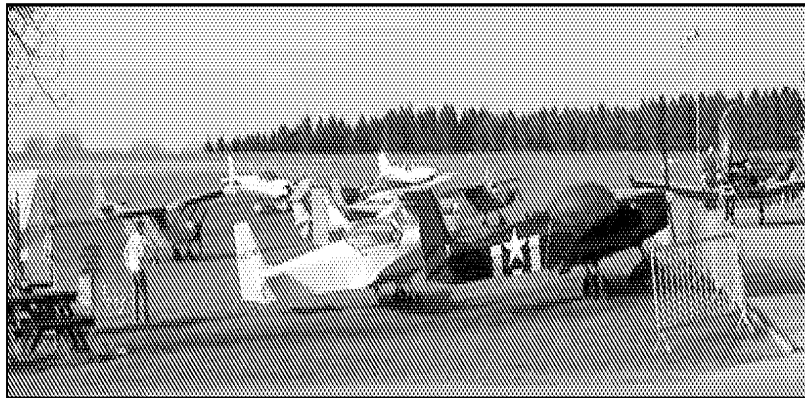
Zenith Aircraft Company's amateur-built kit [STOL CH 701](#), the new [STOL CH 750](#) and the new [ZODIAC CH 650](#) designs should be eligible for operation under the new rules. However, Zenith Aircraft Company cannot guarantee that kit aircraft, as constructed by the builder, will be eligible for operation under the new category.



Light Sport Aircraft for Sport Pilots



Already, the STOL CH 701 and the ZODIAC CH 601 can be licensed in Canada and in Europe under "Advanced Ultralight" rules, where some are used for flight training. Based on the market demand, plans are being made to offer assembled aircraft as allowed under the new rules.



If I become a sport pilot, what can I fly?

An aircraft that meets the definition of a light-sport aircraft may hold an airworthiness certificate in any one of the following categories of FAA certification:

- An experimental aircraft, including amateur-built aircraft (such as the ZODIAC or STOL CH 701, for which the owner must construct more than 51-percent of the aircraft.
- A standard category aircraft; that is, a ready-to-fly aircraft that is type-certificated in accordance with FAR Part 43.
- A Primary category aircraft; that is, a ready-to-fly aircraft that is type-certificated in accordance with Primary category regulations.
- A factory-produced "special" light-sport aircraft (S-LSA)
- An experimental light-sport aircraft. (E-LSA)



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ZODIAC Series

STOL CH 701

STOL CH 750

STOL CH 801

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Comments or questions? [**Click Here**](#)